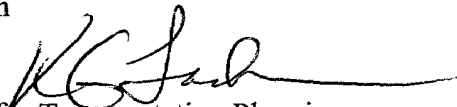


GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

**To:** Sharon S. Schellin, Secretary  
Zoning Commission

**From:** Kenneth G. Laden   
Associate Director for Transportation Planning

**Date:** February 26, 2007

**Subject:** Zoning Case No. 04-24 – Second-Stage Planned Unit Development (PUD)  
Rhode Island Avenue Metro Mixed-Use Town Center

2007 FEB 27 11:39  
DC DEPT OF TRANSPORTATION  
RECEIVED

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT has no objections to the proposed development of the subject site provided the applicant complies with the following; 1) design and install a new traffic signal at the main internal intersection; 2) improve crosswalk markings at the external intersection of Rhode Island Avenue, Reed Street and Washington Place, NE, 3) Provide a minimum of two (2) parking spaces for use by Zip-Car or Flexcar and 4) coordinate with DDOT to develop a Transportation Demand Management (TDM) plan.

The applicants, Mid-City Urban LLC and A&R Development Corporation, requests approval of a Second-Stage PUD and Zoning Amendment on the subject property from M to C-2-B zoning designation. The subject site is located east of the Rhode Island Avenue Metrorail Station at the intersection of Rhode Island Avenue and Reed Street, NW and is owned by the Washington Metropolitan Transit Authority (WMATA). The property is occupied by the Rhode Island Avenue Station commuter parking lot with 340 long-term parking spaces, 47 short-term kiss-and-ride parking spaces, and several Metrobus bays. DDOT previously reviewed the First-Stage PUD and approved the application in a memorandum dated May 20, 2005. The memorandum noted several concerns regarding traffic circulation patterns and on-site parking.

The PUD project will require removal of some elements of the existing WMATA facilities in order to construct two apartment buildings totaling 274 units, with 70,000 square feet of ground floor retail. A new multi-level parking garage will be constructed

NING COMMISSION  
District of Columbia  
NO. 04-24A  
IBT NO. 22 (orig)

**ZC 04-24A – Second Stage PUD**  
**Rhode Island Avenue Metro**  
**February 26, 2007**  
**Page 2**

at the southwestern corner of the site, providing 215 long-term parking spaces for Metro riders with an additional 140 spaces within the residential garages, under a shared-parking usage arrangement that has been accepted by WMATA. A taxi stand and a total of fourteen (14) Kiss-and-Ride parking spaces will be located near the Metro-station entrance with an additional 42 short-term spaces along “Main Street”, a new roadway to be constructed providing a pedestrian linkage between the Metro Station entrance and the adjacent Brentwood shopping center

The applicant proposes a total of 469 parking spaces for the project including 301 for the residential uses and 168 for retail in two garages, exceeding the minimum number of 179 parking spaces required by the Zoning Regulations, including 90 for residential use and 89 for the retail use. The development satisfies the criteria of a Transit Oriented Development (TOD); and would also be allowed to reduce the required number of parking spaces by up to 25% of the zoning requirements. Replacement of the existing (340) long-term parking spaces is a requirement of WMATA and the US Department of Transportation - Federal Transit Administration. However, the overall parking supply is inconsistent with the TOD concept.

The existing perimeter “loop” road will be retained and will be made 2-way, in order to facilitate access to the new development elements. The section of the roadway to the south will also be widened to a 3-lane cross-section in order to allow direct access into and out of the new Park-and-Ride garage. The plan proposes construction of “Main Street,” which will provide access for station users as well as the abutting residential and retail uses.

The applicant retained a traffic consultant to review the existing transportation network and a report dated January 26, 2006 was submitted to DDOT. The traffic consultant supplemented their report with a simulation of both the existing and future traffic conditions within the site, using the SYNCHRO software package. DDOT has also reviewed correspondence from WMATA confirming that the submitted analyses are acceptable to their agency. The consultant conducted a signal warrant analysis for the intersection of “Main Street” and the Brentwood Shopping Center Entrance and determined that a traffic signal would improve operations and safety conditions. In review of the First-Stage PUD, DDOT recommended the applicant provide several parking spaces for ride-sharing vehicles. Shared vehicles should prove to be an amenity for residents who will have an opportunity for convenient access to a car without having

to incur the expenses and difficulties associated with owning one in a congested neighborhood and benefit the public by reducing the demand for on-street parking and encouraging the utilization of the existing public transportation network. There are two car-sharing providers in the region, Zip-Car and Flexcar.

In addition to providing a minimum of two (2) parking spaces for car-sharing vehicles, DDOT recommends the applicant provide a Transportation Demand Plan that incorporates numerous strategies that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve a maximally efficient and sustainable use of transportation facilities, along with other community goals such as promoting access for all transportation system users, improving mobility, and minimizing the negative impacts of vehicular travel. Recommended strategies include; providing bicycle parking and storage facilities for all residents; a one-time \$35 membership fee subsidy in a car sharing program for each residential unit; an on-site business center to residents with access to copier, fax, and internet services; and distributing complimentary SmartTrip cards with \$20 Metro fare media per person to residential tenants upon move-in, and complimentary \$60 Metro fare media to retail tenants' employees at initial occupancy.

As stated above, DDOT has no objections to the proposed development of the subject site provided the applicant complies with the following; 1) design and install a new traffic signal at the main internal intersection; 2) improve crosswalk markings at the external intersection of Rhode Island Avenue, Reed Street and Washington Place, NE; 3) Provide a minimum of two (2) parking spaces for use by Zip-Car or Flexcar; and 4) coordinate with DDOT to develop a Transportation Demand Management (TDM) plan.


KL:lb

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

**To:** Sharon S. Schellin, Secretary  
Zoning Commission

**From:** Kenneth G. Laden   
Associate Director for Transportation Planning

**Date:** February 26, 2007

**Subject:** Zoning Case No. 04-24A- Second-Stage Planned Unit Development (PUD)  
Rhode Island Avenue Metro Mixed-Use Town Center

2007 FEB 27 11 2:02  
DC OFFICE

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2000 14<sup>th</sup> Street, N.W., Washington, DC 20009 (202) 671-2730

ZONING COMMISSION  
District of Columbia

CASE NO. 04-24A  
EXHIBIT NO. 22

**ZC 04-24A – Second Stage PUD****Rhode Island Avenue Metro****February 26, 2007****Page 2**

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**ZC 04-24A – Second Stage PUD  
Rhode Island Avenue Metro  
February 26, 2007  
Page 2**

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**DISTRICT DEPARTMENT OF TRANSPORTATION**

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**FAX TRANSMITTAL**

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TO:

**Sharon S. Schellin**

FROM:

**Lewis Booker**

COMPANY:

**Zoning Commission**

DATE:

**February 26, 2007**

FAX NUMBER:

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TOTAL NO. OF PAGES INCLUDING COVER:

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SENDER'S FAX NUMBER:

**(202) 671-0617**

RE:

**Z.C. No. 04-24 Second Stage PUD**

YOUR PHONE NUMBER:

**(202) 671-2238**

☐ URGENT ☐ FOR REVIEW AND COMMENT ☒ FOR YOUR INFORMATION ☐ PLEASE RETURN

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NOTES/COMMENTS:

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